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The China Mail.

ESTABLISHED 1845

THE OVERLAND CHINA MAIL
(PUBLISHED EVERY
WEEK DAY)
Contains the Weekly News
of Hongkong and the
Far East.
Prices (including Postage) in
part of the world 21s.
per annum.

No. 18928

號四十八月八年七十百九千壹英

SONGKONG, TUESDAY, AUGUST 14 1917.

日丁大歲年六國民華中

PRICE, \$3.00 Per Month

THORNE'S OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:
A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG.
Tel. 216.



NOTICE.

ANY EUROPEAN, NON ASIATIC or
INDIAN desiring to leave the
Colony should apply in person at the
Central Police Station between the hours
of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M.
daily.
Applicants will be required to produce
Passports or identification papers. All
persons, with certain exceptions, who
remain in the Colony for more than
7 days are required to register them-
selves under the REGISTRATION OF
PERSONS ORDINANCE 1916. Forms of
Registration giving the particulars
required may be obtained at the G.P.O.
and at all Police Stations.
The Penalty for non compliance is a
fine not exceeding \$50.

**NORTH BRITISH & MERCANTILE
INSURANCE CO.**
WHICH ARE VENTED THE HEADS OF
THE OCEAN MARINE INSURANCE
COMPANY, LTD.,
and
THE RAILWAY PASSENGERS
ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1914,
\$23,970,367.
I—Authorized Capital \$8,000,000
Subscribed Capital \$4,500,000
Paid-up Capital \$2,437,500
II—Fire Funds \$3,837,047
III—Life & Annuity Funds \$7,567,591
Sinking Fund Account \$128,230

Revenue Fire Branch \$2,351,456
Life and Annuity 2,141,593
Revenue Marine Department 337,239
Other Receipts 478,040

23,970,367
25,539,228
The Accumulative Funds of the various
Branches are separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.

SHEWAN, TOMES & CO.
Agents.

**PEAK TRAMWAYS COMPANY,
LIMITED.**

TIME TABLE.

WEEK DAYS
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.

WEEK DAYS
3.50 p.m. and 9 p.m. 3.50 p.m. to 11.00
p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of
an hour.

7.30 a.m. SUNDAYS
8.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12.00 Noon Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.

NIGHT CARS on Week Days.

SUNDAYS.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.

Season and punch tickets available for
all cars not already full running at the
time stated in the Company's time tables,
but not for special cars, can be obtained
on application at the Company's Office.
No season ticket will be issued until
thereafter has been made in Bank
Notes by Cheque or Comptroller order
representing Bank Notes.

JOHN D. HUMPHREY, SON,
General Manager.

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS

8,000 Tons, 4,000 Horse Power now Built.
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.

Prompt Attention and Shipment to Destination.

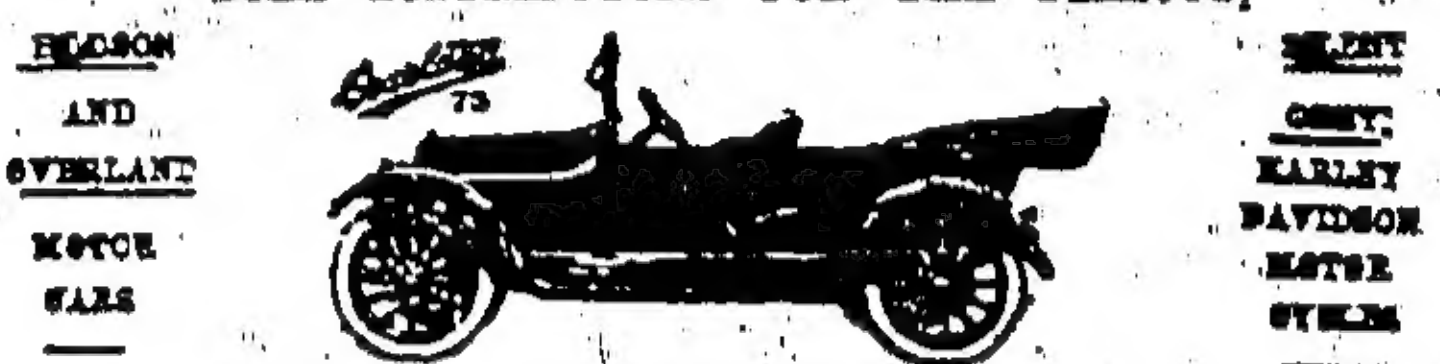
INJECTORS AND STEAM PUMPS.

W. S. BAILEY & Co., Ltd.

ENGINEERS and SHIPBUILDERS.
KOWLOON BAY.

DRAGON MOTOR CAR CO.

SOLE DISTRIBUTORS FOR THE FAMOUS



TELEPHONE 452.
COME AND INSPECT.
BEST CARS IN THE COLONY FOR HIRE.

BEWARE OF MOSQUITOES! MOSCATINE.

The infallible insect repeller.

PRICE 50 cents, \$1.00 and \$2.50 Per Bottle.

PREPARED ONLY BY

THE VICTORIA DISPENSARY.

32, Queen's Road Central.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND	CABLE LAYED	4 STRAND
1" to 15"	5" to 15"	3" to 10"
CIRCUMFERENCE	CIRCUMFERENCE	CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length.

Pricing, samples and full particulars will be forwarded on application to

Shewan, Tomes & Co. General Managers.

Hongkong, April 11, 1912.

BATHING CAPS.

We have just received

an exceptionally fine

assortment of Bathing

Caps. In all the latest

styles and colours.

A. S. WATSON & CO., LTD.,

HONGKONG DISPENSARY.

Telephone No. 18.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

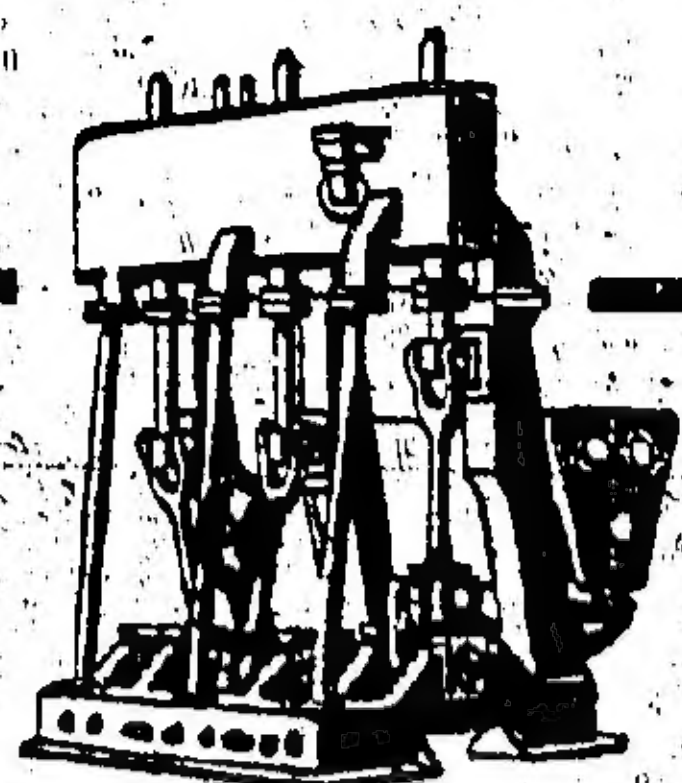
ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any craft
of 200 feet long.

Works Office, 45, CONNELL ROAD, CHINA, HONGKONG. Telephone No. 459.

Shipyards: Shum Sai-Pa, Kowloon, Hongkong. Telephone No. 9.
Estimates furnished on application. WONG PING WA, Manager.

Hongkong, April 1, 1912.

BUSINESS NOTICES.



TAIKOO DOCKYARD.

BUILDERS OF SHIPS & ENGINES.
OF EVERY DESCRIPTION.

—THE TAIKOO DOCKYARD & ENGINEERING COMPANY—

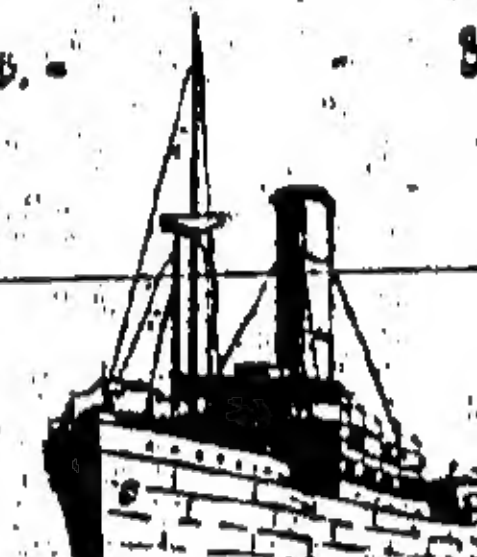
OF HONGKONG LTD.

—TELEPHONE 212—
—TAIKOO DOCKYARD—

AGENTS—

SWITZERLAND & SONS

—TELEPHONE 212—



GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

THE HONGKONG HOTEL

AND

GRILL ROOM

J. H. TAGGART,
MANAGER.

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies
rooms, Roof Garden.

Tables—From 35 per day, lunch.

Telegraph add: "Peacocks"

P. O. PEUSTER,
Manager.

TO THOSE GOING AWAY

Keep in touch with local happenings

by subscribing to

"THE OVERLAND CHINA MAIL"

All the News of Hongkong and the Far East.

ORDER BEFORE YOU LEAVE, SO THAT YOU MAY RECEIVE

IT WHILE AWAY.

PRICE \$13 PER ANNUM, INCLUDING POSTAGE.

CAN BE MAILED TO ANY ADDRESS FROM THE

"CHINA MAIL" OFFICE.

THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

TITANTIC STRUGGLE IN FLANDERS.

WHOLE BATTALIONS OF THE
ENEMY MASSACRED.

LONDON, Aug. 13.

It is impossible to realise, from the
communications the tremendousness of the
battle which is proceeding in Flanders.
The latest accounts of correspondents
confirm that this is the most Titanic
struggle of the war.

Mr. Philip Gibbs, after emphasising
the greatness of the enemy's
artillery, which, however, is not so
great as ours, says that the whole
countryside is ablaze with fire and
smoke, especially round about Glencorse
Wood, Inverness Copse, Stirling Castle
and Frezenberg, where a perfect hell
fire rages. Successive heavy enemy
waves which counter-attacked at these
places on Saturday, were smashed to
pieces. When our men were consolidat-
ing the positions at Westhoek Ridge,
on Saturday, they had to call for
further help from the gunners. Simul-
taneously, aeroplanes signalled a
great gathering of Germans at Nun's
Wood and Polygon Wood. The calls
were answered by large groups of
batteries of guns from fifteen-inch
downwards, across a big stretch of
country miles deep. The Germans,
with rifles at the slope and weighted
with bombs and trenchspades, fell in
heaps. One of our airmen subsequently
reported that he had never seen so
many dead.

This is only one of many such
slaughters. Here is another.—The
gunners received a report that the Ger-
mans were assembling in the Valley of
Hanebeke. Two battalions advanced into
the open before our guns found them;
then, when the storm broke upon them,
they tried to escape by running or
throwing themselves down or plunging
into shell craters; but not many escaped
and whole ranks were blown to bits.

The enemy cannot evade such
slaughter, because these bits of high
ground we are capturing guard the
vital centres. He simply must fight
and defend them with his full weight
of men and guns. His fire, last Friday
and Saturday, was the greatest our
men have faced.

Later reports show that in the
counter-attacks on the Westhoek
positions the Germans did not all die
of shell fire. The Lancashire Fusiliers
and the North Lancs Regiment, fired
their rifles all day on Friday and Satur-
day at human targets which they could
not miss. German reserves were hurried
up to relieve the shattered battalions
and were flung straight into the counter-
attacks. They often wandered into the
open in full kit, ignorant of our where-
abouts. The rifle here reassured its old
prominence and whole battalions were
massacred.

After referring to the big enemy
efforts to dispute our air superiority,
Mr. Gibbs concludes:—"The enemy is
all out it seems, and wishes to make
this battle the decisive one of the war,
do not see how he can win after the
loss of the Pilkem and Westhoek Ridges
but he is out to kill, regardless of his
own losses."

FRENCH REPULSE ATTACKS.

LONDON, Aug. 13.

A French communiqué states:—
The artillery was most active
between Cerny and Croune, notably
on the sector to the south of Ailles,
where a German attack on the
trenches we captured on August 11
was repulsed with heavy enemy
losses, and without result.

Two enemy surprise attacks, at
Bou-le-Caurier and Bezouvaux,
failed under our fire.

Two enemy aeroplanes and a cap-
tive balloon were brought down and
three other aeroplanes were forced
to land, severely damaged.

"NOTHING SPECIAL."

LONDON, Aug. 13.
Field-Marshal Sir Douglas Haig
states there is "nothing special to
report."

THE AIR RAID.

TWO ENEMY MACHINES
DESTROYED.

LONDON, Aug. 13.

The Admiralty announces that a
hostile aeroplane of the Gotha type
was destroyed during its return to
the Belgian coast, and a hostile sea-
plane was destroyed off the coast of
Flanders.

A large number of naval machines
indisputably engaged the raiders over
the sea.

The pilot who destroyed the Gotha
machine, first pursued the enemy at
an altitude of 12,000 feet, from the
North Foreland to within fifteen
miles off Zebrugge where he lost the
enemy. Returning to the mouth of
the Thames, he observed the anti-
aircraft gun-fire at Southend. He
flew there and, climbing, observed
eight Gotha machines followed by
four British machines, steering to
the north-east. He climbed up to
18,000 feet and attacked, but with-
out result, going thirty miles out to
sea. Simultaneously, he observed a
hostile machine 4,000 feet below the
enemy formation. He attacked and
drove down the enemy to the water,
the hostile machine turning over
with one of its occupants hanging to
its tail, and to whom the British
pilot threw a lifebelt.

THE ENEMY ADVANCE IN RUMANIA.

LONDON, Aug. 13.

The communiqué do not confirm
the report that General Mackensen's
offensive against Rumania is slacken-
ing. The battle to the north of
Focsani has now lasted six days, in
which the Rumanians, despite the
stoutest resistance against superior
numbers, have been driven back five
miles. By their retirement towards
Marnesti, the Rumanians have pre-
sumably lost control of the loop line
between Tecuciu and Marnesti
which connects with the main line
to the north of Focsani.

General Mackensen is now sixteen
miles from Adjulid. On the reten-
tion of this position by the
Rumanians, the safety of General
Shcherbatoff's army, in the Trotus
Valley, largely depends, for if
Adjulid is lost, the railway up the
Trotus Valley would be useless and
General Shcherbatoff would be
compelled to fall back.

(Continued on Page 5.)

GERMAN PRISONERS BECOMING RICH IN JAPAN.

CAPT. WALDECK'S SAVINGS.

The vernacular papers never weary of
talks of "nankin" or "Nankin" Riches
who spring up here and there like
mushrooms after a shower in the days
of the remarkable industrial boom. They
say nothing of these shipping companies
parvenus, who have become now too
common, there have been springing up a
number of minor war millionaires such
as bean nankin, glass nankin, paper
nankin and what not, but now the ver-
nacular papers come to report the ap-
pearance of a handful of great par-
venus at Fukuoka. They are said to be
German prisoners detained at the
Tingtau prisoner camp there. The
"Munich" says that the German pris-
oners there have every month part of
their salaries, the average amount, the
papers having already noted the sum
of 1,200 yen. It is added that Captain
Waldeck, former commander of the
Tingtau garrison, is very thrifty, saving
100 yen out of his monthly salary, and
his deposits now amount to 12,000 yen.
Hence he is called a "nankin" among
German prisoners. Japan Mail.

INTIMATIONS

BRITISH TRADERS' INSURANCE
COMPANY LIMITED.

MESSRS. BUTTERFIELD & SWIRE
have this day been appointed
GENERAL AGENTS of the above
Company for Fire Insurance for Hong-
kong and China.
By Order of the Board of Directors.
C. H. P. HAY,
per pro. General Manager.
Hongkong, August 9, 1917. 2017

THE HONGKONG STEEL FOUNDRY
CO., LTD.

NOTICE TO SHAREHOLDERS.

THE SEVENTH ORDINARY
YEARLY MEETING OF SHARE-
HOLDERS in the above Company, will
be held at the Company's Office, 57
Gordon Road, Hongkong, on
WEDNESDAY, August 15th, 1917, at
11.30 A.M. for the purpose of presenting
the Report of the General Managers,
and Statement of Accounts to May 31st,
1917.
The TRANSFER BOOKS of the
Company will be CLOSED from
August 6th to 15th, 1917, both days
inclusive.
GORDON & CO.,
General Managers.
Hongkong, August 4, 1917. 2013

ST. JOHN'S AMBULANCE BRIGADE
No. 1 Hongkong Y.A.D.

AN examination on "First Aid"
will be held by DR. MAULEAN
GIBSON at the Helena May Institute
on THURSDAY, 16th instant at 10 A.M.
W. WILKINSON,
Acting Adjutant & Honorary Secretary.
Hongkong, August 10, 1917. 2025

ST. JOSEPH'S COLLEGE, MACAO.

RE-OPENS SEPTEMBER 10th.

A liberal education provided in
ENGLISH, COMMERCIAL
SUBJECTS, MODERN LANGUAGES
and CHINESE at very moderate
charges.
The school is situated in the healthiest
part of Macao.
Application to the Fr. Director.
Hongkong, August 13, 1917. 2030

THE HONGKONG AND WHAMPOA
DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that
an INTERIM DIVIDEND of \$2.50
per share will be paid to all Shareholders
on the Company's Register at 30th
September, 1917.

By Order of the Board of Directors,
R. M. DYER,
Chief Manager.
Hongkong, August 13, 1917. 2031

HONGKONG AND SHANGHAI
BANKING CORPORATION.

THE DIVIDEND DECLARED for the
Half Year ending 30th June, 1917,
at the rate of Two Pounds three shillings
Sterling per share, is payable on
FRIDAY, the 24th August, 1917. Share-
holders are requested to apply for
Dividend Warrants at the Company's
Office, 57, Gordon Road, Hongkong.
The TRANSFER BOOKS of the
Company will be CLOSED from
MONDAY, the 20th August, 1917, to
FRIDAY, 24th August, 1917, both days
inclusive.
By Order of the Board of Directors,
N. J. STARR,
Chief Manager.
Hongkong, August 11, 1917. 2028

THE HONGKONG ROPE MANU-
FACTURING CO., LTD.

AN INTERIM DIVIDEND of ONE
DOLLAR (\$1.00) per share for
account 1917, will be payable on
FRIDAY, the 24th August, 1917. Share-
holders are requested to apply for
Dividend Warrants at the Company's
Office, 57, Gordon Road, Hongkong.
The TRANSFER BOOKS of the
Company will be CLOSED from
MONDAY, the 20th August, 1917, to
FRIDAY, 24th August, 1917, both days
inclusive.

SHEWAN, TOMES & CO.
General Managers.
Hongkong, August 10, 1917. 2026

HONGKONG ICE CO., LTD.
NOTICE.

IN ACCORDANCE with the Provisions
of No. 117 of the Articles of Associa-
tion the General Managers have this day
declared an INTERIM DIVIDEND for
the half year ended 30th June, 1917, of
TWO DOLLARS PER SHARE.
DIVIDEND WARRANTS may be
obtained on application at the Office of
the Company on and after TUESDAY,
the 14th instant.

THE TRANSFER BOOKS of the
Company will be CLOSED from the
10th to 20th instant, BOTH DAYS
inclusive.

JARDINE, MATHESON & Co., Ltd.
General Managers.
Hongkong, August 10, 1917. 2024

DAIRY FARM NEWS.

CORNED BEEF

AND

CORNED PORK.

PUT UP IN KEYS AND BARRELS
FOR
EXPORT OR DOMESTIC USE.

SMOKED THROUGHOUT THE WORLD

The "Three Castles" Cigarettes



Just Pure
Rich Mellow
Virginia
Tobacco

THE CIGARETTE WITH THE PEDIGREE

THIS ADVERTISEMENT IS ISSUED BY THE
BRITISH-AMERICAN TOBACCO CO., LTD.

PATHWAYS IN THE WAR.

LORD MONTAGU ON THE FUTURE
OF FLIGHT.

DUTIES OF AERIAL POLICE.

LONDON, June 21.

Lecturing last night before the Aero-
nautical Society of Great Britain on "The
World's Air Routes and their Regula-
tion," Lord Montagu of Beaulieu gave an
interesting outline of a scheme for the
control of flying after the war.

There were many signs, he said, that
an effort would be made by all the
civilized nations to develop postal and
commercial communication by means of
the air. So far as international law was
at present concerned, there could be no
private or national rights in the air over
the sea beyond the three-mile limit; but
national air rights presumably existed
over the land of any nation, and in the
case of countries with a seaboard there
must be added the fringe of the three-mile
limit round the coast. The position of
the British Empire in this respect was
particularly favourable. Our widely
separated possessions would enable our air
traffic round the world, over land and sea,
to proceed without having to ask for con-
cessions from other nations. "There was a
chain of Imperial landing-places south-
ward and eastward from Gibraltar
towards the Cape, to Egypt, India, and
Australia, while the nearest points
between the North American Continent
and Europe, the West Coast of Ireland
and the East Coast of Newfoundland,
were also both within the Empire."

After pointing out that, owing to wind
currents it was unlikely that straight-line
routes between place and place would be
ordinarily followed, and that owing
to questions of landing places and exact
meteorological knowledge the first great
world routes to be regularly organized
would probably be those over land, Lord
Montagu gave time-tables for the various
stages of journeys from England to India
and back by alternative routes. The out-
ward journey Croydon to Karachi would
be by way of Marseilles, Naples, the West
Coast of Crete, Alexandria, Jeddah, Bagdad,
and Bangor Abbas. Allowing for two
five-hour periods of flying every day of
600 miles each, at 120 miles an hour,
with a rest each night and a change of
pilot at defined stages, he calculated that
this journey of 4,500 miles would be
made in 80½ hours, of which 60½ would
represent actual flying time. Leaving
Croydon at 7 a.m., the passenger would
arrive at Karachi at 6.00 p.m. three days
later. The return journey from Peshawar
to London would be by way of Bokhara,

Gurlef (Caspian Sea), Laganak, Tarnopol,
and Leipzig; total distance, 9,800
miles; total time on journey, 50 hours;
actual flying time, 30½ hours. As the
fastest average time by railway and boat
to India before the war was 14 to 15 days,
the saving by air would amount to at
least 11 days, while in the case of Australia
there would be a saving of 20 or 24
days out of the 40 now occupied by the
journey.

A PRIVATE AIR LEVEL.

Lord Montagu suggested that slow speed
planes should use the lower levels of the
air, and high speed planes the upper
levels. The first 2,000ft. from the surface
of the ground should be prohibited to air
traffic in general but should be usable by
the private owner of the soil if he desired,
and for the purpose of descending to his
own landing or to intermediate safety
landing-places. This private level would
meet the claim of the owners and
occupiers of houses and land to be secured
some privacy from nuisances arising from
air traffic. Above it would be the com-
mercial level, ranging from 2,000ft. to
4,000ft., and usable only by licensed
planes with a maximum speed of 80 miles
an hour. Next would come a similar zone
for general air traffic and fast commercial
flying. From 6,000ft. to 10,000ft. the
levels would be reserved for the official
planes of each nation. They would be
used by its naval, military, and civil
forces, and by police planes, for air police
would be needed. Specially authorized
pilots and perhaps postal services would
also use these levels. At 10,000ft. the
air would be internationalized. It would
be free to all, provided
pilots complied with certain rules
for meeting and overtaking and their
craft were passed as "airworthy" say,
registered as A. 1 in a Lloyd's aerial
register. Aircraft desiring to leave their
own levels would, of course, use their
wireless to ask permission from national
or international flying authorities. Control
of the various levels could only be
exercised by police pilots on fast planes
above the ordinary traffic, whence they
could descend on breakers of the laws of
the air and take their numbers or compel
them to alight. "All planes would be
lettered and numbered. Official planes
would be marked with their national
colours, private planes would be white,
and commercial planes red."

To secure law and order on overseas
routes would be more difficult. It would
probably be found necessary to define the
paths to be followed within, say, certain
degrees of longitude and latitude, and
here again international control would be
required backed by an international air
police. Lord Montagu went on to suggest
means of defining routes and guiding air
traffic by night and by day, and discussed
some of the problems of weather and
wind. He added: "Nations are spending
millions of money upon the development
of flying, and thousands of brave men
have sacrificed their lives, both in fighting
and experimental work. The great
development of flying produced by this
war will mean that in a few years from
now the human race will navigate the air
with ease, speed, and safety."

EDITH CAVELL'S LAST LETTER.

Thoughts of life were stronger than
those of death in Edith Cavell's last hours
on earth. Her anxieties were directed
toward the future welfare of a young
girl friend afflicted with an appetite for
drugs. A letter written to this girl on
the evening of the 11th of October, 1915,
the night before the execution, is here
reproduced:

"MY DEAR GIRL:

"How shall I write you this last day?
Standing where I stand now, the world
looks already far away. I worried about
you a great deal at first, but I know God
will do for you abundantly above all
that I can ask or think, and he loves
you so much better than I. I do
earnestly beseech you to try and live as
I would have had you live. Nothing
matters when one comes to this last
hour but a clear conscience before God,
and life looks so wasted and full of
wrong-doing and things left undone.
You have helped me often, my dear,
and in ways you little dreamed of, and
I have remembered our happy holiday
with mother and many small pleasures.
I want you to go to England at once now
and ask me to put you where you
can be best. Don't mind how hard it
is to do for my sake, and then try
and find something useful to do, something
to make you forget yourself while making
others happy."

"If God permits—I shall still watch
over you and love you and wait for you
on the other side. Be sure to get ready
for when I want you to know. I was
neither afraid nor unhappy, but quite
ready to give my life for England."

"I am sending you my wrist-watch by
Mr. Gahan because it was always with
me and I know you will like to wear it.
I shall pray God for you at the last that
he will keep you in his tender care.
Forgive me that I have been so very
sometimes; it has been a great grief to
me to remember it. I think I was too
anxious about you this last year and
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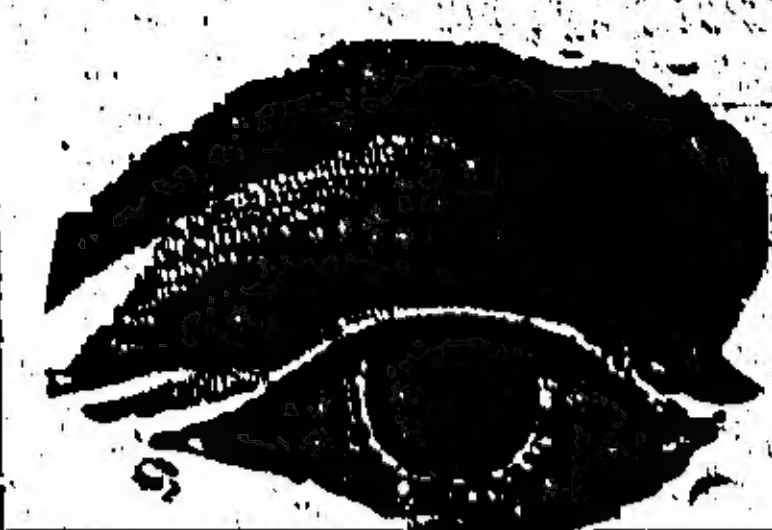
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PEOPLE "CHOSEN" OF GOD.

Since the Jews of Scriptural times, have there been any "chosen people" of God? It appears that our chief enemy—Germany—claims the distinction, and almost in the same breath she is guilty of heaping scorn upon the British for the presumption of a similar claim. The latter claim, it may be said, is seen in statements imputed to rather than quoted from the English by various German writers, chiefly pastors or professors, since the war began. These are collected with many other "Gems of German Thought" into a volume by this name, edited by Mr. William Archer. Practically all his quotations are taken from books and pamphlets, in reference to which he gives chapter and verse; so that their authenticity is beyond question. He tells us in his preface that he "doubts whether the literature of the world can show a parallel to the amazing outburst of tribal arrogance, unrestrained and unashamed, of which these pages contain but a few scattered specimens." "Few contemporary German names of much distinction are absent" from the list—Wilamowitz-Moellendorf, Hamack, Wundt, Oetken, Koecker, Haeckel, Naumann, Rohrbach, Simpfart, Liebig—all join with a will in the chorus of arrogance, ambition, and hate. One of the writers quoted is Mr. Houston Stewart Chamberlain, who, indeed, though of English birth, has been adopted into the German nation, and becomes almost more German than the Germans themselves. "He who does not believe in the divine mission of Germany," he says in Mr. Archer's quotation from his "Die Zukunft," (1915) "had better hang himself, rather today than tomorrow." There are many other contributors to the thesis that the Germans have a divine calling and election; a few are selected to show the general trend of all:

"Now we understand why the other nations pursue us with their hatred; they do not understand us, but they are sensible of our enormous spiritual superiority. So the Jews were hated in antiquity, because they were the representatives of God on earth."—Prof. W. Sombart, "Handel und Geld," p. 142 (Hucksters and Hoaxes).

"God has in Luther practically chosen the German people, and that can never be altered, for it is not written in Romans xi, 29. 'For the gifts and calling of God are without repentance.'—Dr. Preuss, quoted in 'Hurrah and Hallelujah,' p. 223, by J. P. Bang.

"In a footnote Mr. Archer writes:—

"The same author explains that of course the German people have not in themselves deserved this calling; it proceeds from the sheer grace of God; so we can maintain it without any pharisaism whatever."

"There is a Gospel saying which bursts the bonds of its original historical meaning and takes new wings in the storm of the world-war, a saying which we may well take as the consecration of our German mission. 'Ye are the salt of the earth; ye are the light of the world.'—Prof. A. Deissmann, 'Deutsche Reden in Schweizer Zeit,' p. 24 ('German Speeches in Difficult Days').

"It is no foolish overvaluation of ourselves, no aggressive arrogance, no want of humility, when we move and more let Damaris's faith prevail within us; that God has taken the German nation under his special care, or, in any case, has some special purpose in view for it.—On the German God," by Pastor W. Lehmann, quoted in 'Hurrah and Hallelujah,' p. 80.

"As heralds of God's will, messengers of his word, witnesses of his benefactions to the world, we shall take up our work after the war, and with German endurance and German industry, with German

competence and German faithfulness, with German faith and German piety, we shall permeate, in the name of God, a world which has become poor and desolate.—'War Devotions,' by Pastor J. Rump, quoted in 'Hurrah and Hallelujah,' p. 128.

"When these storms have done their work, Germany's purer mission begins: to become a place of refuge, a holy grave for all the seekers of the earth, a central point, a land of wisdom, a land of morals.—F. Fienhardt, quoted in 'Hurrah and Hallelujah,' p. 51.

"God's people will come forth from this war strengthened and crowned with victory, because they stand on the side of God; but all God's adversaries will find out that God will not be mocked, and that the rules of the history of the nations, according to his will.—'War Devotions,' by Pastor J. Rump, quoted in 'Hurrah and Hallelujah,' p. 134.

"We hope that a great mission will be allotted to us Germans.—'War Devotions,' by Pastor J. Rump, quoted in 'Hurrah and Hallelujah,' p. 134.

"The Bible is our book. It was given and assigned to us, and we read in it the original text of our destiny, which proclaims to mankind salvation of disaster—according as we will it.—'War Devotions,' by Pastor J. Rump, quoted in 'Hurrah and Hallelujah,' p. 134.

"We want to become a world-people. Let us remind ourselves that the belief in our mission as a world-people has arisen from our originally purely spiritual impulses to absorb the world into ourselves.—Prof. F. Meisner, 'Die Deutsche Erhebung von 1914,' p. 87 ('The German Uprising of 1914').

"Germany is the centre of God's plans for the world.—On the German God," by Pastor W. Lehmann, quoted in 'Hurrah and Hallelujah,' p. 78.

"That any other modern nation should make a claim to being 'chosen' seems preposterous to the German. Mr. Archer can nowhere find such a claim uttered by an English writer, yet the imputation frequently occurs among German apologists. An English quotation occurs after—'My country, right or wrong.' This, he says, 'is supposed to be the shockingly immoral watchword of British patriotism.' Mr. Archer adds that 'it matters nothing to the German pamphleteer that the maxim is American; and that it is never quoted in England; nor, I believe, in the country of its origin—except in a spirit of irony.' These are some of the German imputations:

"The English regard themselves as the chosen people, toward which all others are predestinated to stand in a relation of more or less complete dependence.—Prof. W. Wilamowitz-Moellendorf, 'Heden,' pt. iv. ('Speeches'), p. 137.

"Strange as it may appear to us, it is nevertheless unquestionable that all England has from of old been penetrated with the idea that her attainment of untested colonial and maritime power was not only to her interest but to that of the whole world, the dominion over which God had himself assigned to her, and that therefore all means to this beneficent end were permissible and well-pleasing to God.—J. Riemer, 'England and War,' p. 10 ('England and War').

"Just because the English found their national feeling on the consciousness of their 'cultural' successes, and the belief that they alone are God's chosen people on earth, every desire of other peoples to assert equality of rights appears to their self-conceived an offence against the will of God.—Prof. A. Schroer, 'Zur Charakterisierung der Engländer,' p. 31 ('English Characteristics').

"Many of the best, most unselfish, and most modest Englishmen pray to God in all good faith that he would at last open the eyes of the German people, and especially of the German Emperor, that they may see how wrong and even sinful it is to place any further hindrance in the way of the expansion of the Kingdom of God on earth by his chosen people, that is to say, the English themselves.—Prof. A. Schroer, 'English Characteristics,' p. 12.

"Our duty to ourselves, and to our English fellow-creatures—since we would fain be not an imaginary 'chosen people' but true children of God—is to give them such a thorough thrashing that they may once and for all be cured of the fatal illusion that they have established a monopoly in the dear Lord God, and that the rest of humanity is destined only to serve as a stool for their clumsy feet.—Prof. A. Schroer, 'English Characteristics,' p. 70.

"England under Alice has in England a very solid meaning, as compared with our quite ideally conceived 'Deutschland über alles.' An immense self-assurance, partly reposing on the notion of being in a special sense God's chosen people, gives to these claims a certain inward foundation. In the consciousness of an alleged superiority of moral Kultur, the English aspire to rule the world.—Prof. R. Seeberg, 'Deutsche Reden in Schweizer Zeit,' No. 15, p. 25 ('German Speeches in Difficult Days').

"There are, of course, many sincerely pious Christians in England. But either they are ignorant as to the prevailing passion, or they are blinded by the illusion of the 'chosen people,' and have therefore lost all power of sober self-criticism.—Oberlehrer Hermann Schuster, 'Der Krieg und die Christenheit,' Künzler, 'The War and Christian Germany,' Kultur."

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July 25th, 1 case to Amarah, Mesopotamia, and 1 case to French Red Cross containing:—2 pairs of trench boots, 35 small pillows, 37 pairs of pyjamas, 72 shirts, 88 vests, 4 surgical shirts, 38 bed jackets, 2 reversible bed jackets, 1 dressing gown, 32 scrubbers, 3 fly catchers, 2 muffers, 18 bed bandages, 1 pair of bed boots, 15 pairs of slippers, 48 socks, 8 pairs of knee caps, 300 milk covers, 2 helmets, 12 woolen caps.

July 12th, 3 cases to Amarah containing:—12 bandages, 35 bed jackets, 23 shirts, 64 vests, 31 pairs of pyjamas, 1 pair of slippers, 15 pairs of socks, 3 pairs of bed boots, 18 scrubbers, 1 night shirt, 11 surgical shirts, 2 dressing gowns, 45 shrouds, 73 handkerchiefs, 2 cushions, 188 milk covers, 11 caps, 18 pairs of operation stockings, 3 muffers, playing cards.

July 19th, 3 cases to Colonel Gordon Hall, Cairo, containing:—7 dressing gowns, 39 bed jackets, 85 shirts, 122 vests, 33 night shirts, 14 shrouds, 7 handkerchiefs, 6 pairs of socks, 30 pairs of operation stockings, 9 pairs of slippers, 4 pairs of bed boots, 11 caps, 144 milk covers, 3 head bandages, 16 eye bandages, 18 pillow covers, 120 milk covers, 12 bed bandages, 3 pairs of bed boots, 15 muffers, 30 scrubbers, 2 dressing gowns, 41 bed jackets.

July 28th, 2 cases to Q.M.N.G. containing:—217 pairs of socks, 2 hot water bottle covers, 34 shirts, 82 vests, 19 shrouds, 37 pairs of pyjamas, 38 pairs of operation stockings, 22 caps, 3 holdalls, 51 pairs of slippers, 39 bandages, 120 milk covers, 2 bed bandages, 3 pairs of bed boots, 15 muffers, 30 scrubbers, 2 dressing gowns, 41 bed jackets.

WESLEYAN CHURCH WORKING PARTY (under Mrs. Robinson):—504 rolled bandages, 39 pairs of surgical stockings, 15 woolen caps, 29 muffers, 22 vests, 6 pairs of pyjamas, 59 shirts, 72 handkerchiefs.

HELENA MAY INSTITUTE (under Mrs. Jordan):—702 rolled bandages, 9 many tail bandages, 500 swabs, 38 large swabs, 18 small swabs, 18 folded swabs, 7 pairs of surgical stockings, 14 pairs of socks, 10 head bandages, 4 neck cloths, 11 anti-vermin sheets, 1 woolen cap.

"OUR LITTLE BIT SOCIETY" (under Mrs. Green):—July 12th to Matron, Hospital Auxiliaire, 112 Honfleur, France, 15 pairs stretcher boots, 5 pillows, 90 suits pyjamas, 34 eye bandages, 73 milk covers, 100 foot cloths, 2 bed bandages, 18 pairs slippers, 11 muffers, 19 face cloths, 134 khaki woolen caps, 35 white woolen caps, 11 white woolen abdominal belts, 3 pairs mittens, 10 pairs socks, 14 bags swabs, 24 pairs white woolen bed socks, 1 lot books and magazines.

July 28th to Hon. Sec. Queen Mary's Needlework Guild, 2 Cavendish Square, London, W., 480 rolled bandages, 40 suits pyjamas, 38 many tail bandages, 12 khaki handkerchiefs, 2 face cloths, 4 cakes soap, 6 tins cigarettes, 14 pairs stretcher boots, 12 white woolen caps, 2 bags swabs, 14 khaki woolen caps, 5 pairs woolen knee caps, 3 pairs woolen mittens, 13 woolen mufflers, 3 knitted floor cloths, 14 pairs white woolen bed socks, 1 lot magazines and playing cards.

July 28th to Matron, Stationary Hospital, Jernheim, Sinal-Penninsula:—70 suits pyjamas, 80 pairs cloth slippers, 76 milk covers, 3 fly traps.

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PRAX CLUB (under Mrs. Sandeman):—492 rolled bandages, 684 swabs, 96 many tail bandages, 9 foot cloths.

URBAN CHURCH WORKING PARTY (under Mrs. Macdonald):—1 case sent to Senior Medical Officer, Amarah, Mesopotamia, 584 rolled bandages, 54 many tail bandages, 10 eye bandages, 53 pyjamas, 9 pairs surgical stockings, 9 wool caps, 36 handkerchiefs, 10 pillow slips, 6 scrubbers, 1 pair slippers, 1 pencil game, 3 fly catchers.

CATHOLIC WOMEN'S LEAGUE (under Mrs. Lourenco):—22 pairs bed socks, 11 pairs socks, 13 pairs knee caps, 6 caps, 7 muffers, 3 balaclava helmets, 1 knitted hot water bag covers, 59 knitted dusters, 1 pair gloves, 44 food covers, 2 cushions, 2,046 rolled bandages.

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To Miss Vivian, The Maurice Hostel, 62 Herbert St., Hoxton, London N., 4 parcels containing 98 pieces old clothes for women and children.

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Montgomery Ward & Co. is the only concern in the United States able to secure for its customers these low rates, because we are the only merchants in the United States having sufficient volume of business to ship a full carload of 30,000 pounds at one time. We are loading such a car every other day.

Buy in Chicago, where the world's cheapest prices prevail.

Our catalogue, a book of nearly 1,000 pages, is in the hands of every American Missionary, and on file at every American Consulate. It is sent free upon request to our home office, or may be obtained upon personal application to T. B. Tolman, 911 Urbiztondo, Manila, P.I.; Wells Fargo & Co., 8 Kinkiang Road, Shanghai, China; or Wells, Fargo & Co., 14, Chater Road, Hongkong, China.

Mail requests to above should be accompanied by 25c gold to partly pay mailing expense.

MONTGOMERY WARD & CO.

CHICAGO, U.S.A.



Economy.

With LEA & PERRINS' Sauce, a few drops only are necessary to give a delicious and appetizing flavour to the plainest dish.

A far larger quantity of cheaper sauce fails to give the same satisfaction.

Observe the signature
this—
Lea & Perrins
in white across the red label on every bottle.

The original and genuine Worcestershire.

THE EVER POPULAR HOUSEHOLD REMEDY

Which has now borne the Stamp of Public Approval for

OVER FORTY YEARS.

ENO'S FRUIT SALT

PLEASEANT TO TAKE

REFRESHING AND INVIGORATING.

IT IS VERY BENEFICIAL IN ALL CASES OF

Biliousness, Sick Headache, Constipation, Errors in Diet—Eating or Drinking, Thirst, Giddiness, Rheumatic or Gouty Poisons,

Feverish Cold, with High Temperature and Quick Pulse, and Feverish Conditions generally. It is everything you could wish as a simple and Natural Health-giving Agent.



WATSON'S E

THE PREMIER SCOTCH OF THE FAR EAST

FOR 25 YEARS.

POPULARITY MAINTAINED BY ITS EXCELLENT
QUALITY, NOT BY EXPENSIVE WORLD-WIDE
ADVERTISING.

A. S. WATSON & Co., Ltd.,
WINE AND SPIRIT MERCHANTS,
HONGKONG.

To-day's Advertisements

PUBLIC AUCTION.

THE Undersigned have received in
structions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

SATURDAY,

the 18th August, 1917, at 10.45 a.m.,
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street,
A few lots of BURMA CHEROOTS
And
EGYPTIAN CIGARETTES.
Terms—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, August 14, 1917. 2034

PUBLIC AUCTION.

THE Undersigned have received in
structions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

SATURDAY,

the 18th August, 1917, at 10.45 a.m.,
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street,
A CENSIMENT OF
Single and Double Bed Sheets, Turkish
Towels, Bath Sheets, Quilt, Pillow
Cases, Counterpanes, Blankets, Ladies'
Dresses, Lengths, 'Ladies' Underwear,
Handkerchiefs.
A few lots of Kinkosan Tea Sets in
case, Kinkosan Vases, Japanese Tea Sets,
(Large and Small), Brass Jardiniere,
Brass Finger Bowls, Vases, Electric
Lamps, Rose Bowls, Flower Vases,
Gent's Walking Sticks, and several
dozen bottles of Florida Water.
Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, August 14, 1917. 2033

THE CALENDAR.

MEMOS FOR TO-MORROW.
H.K. Tramway Co.'s Dividend due.
11 a.m.—Auction of Condemned and
Confiscated Goods and Gold and
Silver Jewellery at the Central
Police Station.
11.30 a.m.—H.K. Steel Foundry Co's
Meeting.

General Memoranda.

THURSDAY, August 16:
10 a.m.—St. John's Ambulance Brigade
(H.K. V.A.D.) Examination at the
Helena May Institute.
12.15 p.m.—British Traders' Insurance
Co.'s Extraordinary Meeting.
2.30 p.m.—Auction of Furniture,
Curtains, Pictures, Piano, etc. at
Messrs. Hughes and Hough's.
3 p.m.—Auction of "The Arabian
Nights Entertainments" at Messrs.
Hughes and Hough's.
TUESDAY, August 14:
11 a.m.—Auction of Household Furni-
ture, etc. at No. 3, Wood Road,
Wanchai.
Hongkong Ice Co's. interim dividend
due.
FRIDAY, August 24:
Hongkong Rope Co's. interim dividend
due.
MONDAY, August 17:
Noon.—Auction of Kowloon Island
Lot No. 202 at Mr. Geo. P. Lammert's
Sales Rooms.

THE CHINA MAIL TYPHOON

MAP and GUIDE

Enables one to locate the centre
of a Typhoon.

MOUNTED ON CARDBOARD AND
TAPED FOR HANGING.

Price 50 Cents.

From the CHINA MAIL Office.

The China Mail.

HONGKONG, TUESDAY, AUGUST 14, 1917.

"GENTLEMEN" AND AIRRAIDS

THE details of the enemy air-ship raid
at Southend are certain to revive the
demand for reprisals, notwith-
standing that men who lay claim to
speak with authority on the subject
declare that the general opinion of
British flying men and of all those
interested in aerial locomotion is that
England should not sink to this
barbarity. There are geographical
as well as moral disadvantages. Mr.
R. P. HEARNE, an acknowledged
authority on aerial warfare,
has recently affirmed that "the work
of killing women and children
would be wholly repugnant
to our men; and in seeking
to penetrate deeply into Germany
in search of victims they would
encounter risks which the British
public have no right to impose upon
them. I am firmly convinced that
by augmenting our air fleets and by
improving our strategy we can destroy
the German raiders in open battle
over the North-Sea, and after a
series of these battles Germany will
cease to sacrifice her airmen in dis-
astrous enterprises. And be it noted
that the Prussian militarists think
far more of their limited stock of
skilled pilots and of aeroplanes than
they do of the lives of German
civilians." There is doubtless a great
deal to be said for this point of view,
though our French friends evidently
do not share it. The French are
frequently taking reprisals for such
barbarities. Only yesterday we were
told of two French aeroplanes bom-
bing Frankfurt-am-Main as a reprisal
for the bombing of undefended places
by the Germans, and it is evidently
an article of faith with the French
that they enjoy greater security from
air raids because the Germans know
that they will be paid back for
every raid as it were in their own
coin. It seems to us impossible to be
certain that this is the true explana-
tion of the comparative immunity
France appears to have enjoyed from
German raids. Such raids as the one
over the south east coast of England
just reported appears to be a raid
of sheer desperation, inspired by no
other purpose than to terrify, kill or
maim non-combatant civilians. It
was doubtless an act of revenge
for the great work British aeroplanes
have been doing behind the German
lines in Flanders, as related in Sir
Douglas Haig's reports during the
past week. Official Germany has
proved itself during the war to be
so utterly indifferent to humane
considerations that we fancy the
only sort of reprisal which will
instil fear into their hearts is
reprisal directed against their own
precious heads rather than against
women and children and old men
in an unprotected town. The more
one considers this question the
stronger the conviction grows that
the best answer to such outrages is
the augmentation of our own aerial
fleet, the improvement of our aerial
defences with a view to destroying
the attackers, and pre-
increasing aerial activity at the
front against enemy airships and
their bases, and against the enemy's
communications and supply depots.
Though Mr. GERARD tells us that
the KAISER told him in October 1915

that he would not have permitted
the torpedoing of the *Lusitania* if
he had known it, "because no
gentleman would kill so many
women and children" the KAISER
has nevertheless looked on callously
for nearly two more years at the
murder of women and children by
submarine and airship. Judged by
the standard of his own statement
the KAISER is "no gentleman" and
must figure in history as verily the
ATILLA of the Huns of the Twentieth
Century.

NEWS OF THE DAY.

LOCAL AND GENERAL

The Hongkong Tramway Co's.
interim dividend is payable to-morrow.

The Police Reserve Band is giving
another concert at North Point on the
night of Saturday, 1st. prox.

The Hongkong Police Reserve
have been invited to attend the third
anniversary of the formation of the
Macao Volunteer Corps.

The opening rate this morning was
2/9.5, 16 demand, an eighth above yes-
terday's closing rate. This afternoon
there was no further change.

The Hongkong Steel Foundry
Company Ltd. holds its seventh
ordinary yearly meeting of shareholders
in the Company's office at 11.30 a.m.
to-morrow.

The sale of the library edition, in
12 volumes, of "The Arabian Nights
Entertainments," advertised by Messrs.
Hughes and Hough for to-day, has been
postponed till Thursday afternoon next.

At a St. Andrew's Society meeting
at Singapore, on Aug. 1, Mr. F. Adam,
who presided, mentioned those members
killed at the front during the year,
Messrs. Fowle, Cuthbert and Stephen-
son. Funds collected during the year
would be devoted to the relief of those
fighting. It was decided to invest
\$2,000, in the War Loan and send
\$2,000 to Edinburgh for the use of
Scottish soldiers. It was decided to
send a congratulatory message to Sir
Douglas Haig as a celebration of St.
Andrew's Day.

SOCIAL AND PERSONAL

Commissioner and Mrs. F. de L.
Booth-Tucker, of the Salvation Army,
have just made a brief stay at Peking
on their way to London.

The engagement is announced of
Mr. D. Sharpin, Penang manager of the
Hongkong and Shanghai Bank, to Miss
Doris Campbell, sister of Mrs. C. M.
Henderson.

The loss in the war of another
member of the Singapore Bar is
announced. News has reached Singapore
that Capt. C. R. A. Beckett Terrell,
R.H.A., of the firm of Messrs. Drew and
Napier, was killed in action on June
10th. He is the fourth member of the
Singapore Bar to meet his death in the
war.

His Excellency, Monsieur Paul
May, new Belgian Minister to China,
who reached Peking last Saturday
evening by special train, courteously
put at his disposal by the Administration,
was formerly accredited to Mexico.
For the time being, owing to travel
difficulties, his wife and four children
are remaining in London.—"N.C.D.M."

Singapore papers announce the
sudden death of Mr. W. Ryan, of the
Chinese Protectorate, following a strain
which resulted in the bursting of a blood
vessel. Death occurred at Christmas
Island on the 19th ult. Mr. Ryan, who
was 41 years of age, had been with the
Protectorate ever since he was a boy
and went down to Christmas Island as an
interpreter. He was a sergeant bugler
of the Singapore Volunteer Corps. His
widow and three children have just
arrived in Singapore.

Mr. P. A. Huffman, managing
proprietor of the *Bangkok Daily Mail*,
who for several months before Siam's
declaration of war strongly advocated
this course in his paper, has been the
recipient of an interesting token of
goodwill from the King of Siam. On
the day of the declaration he received a
signed portrait of His Majesty bearing
the following inscription in the King's
own hand: "To P. A. Huffman, in
appreciation of services rendered at a
critical time. Rama VI." Mr. Huffman
is an American. His support of the
Allied cause is not a thing of recent
days, however, but dates from the first
outbreak of war.

CHINESE AFFAIRS

[The "Chinese Mail" Service.]

ALLIED LOAN TO CHINA.

SHANGHAI, Aug. 13.

The Allied Ministers have met at the
French Legation and discussed the
question of how to assist China after
she has declared war.

As a result of this meeting it was
decided to advance \$10,000,000 under
the big loan, and the Japanese Minister
was elected as representative to inform
the Premier, in person.

The Premier has decided to issue the
formal proclamation of war within
three days. It will be issued as a
military proclamation and will be sealed
with the Generalissimo's seal.

The Cabinet has decided that if the
First Navy Squadron refuses to obey
the Central Government's orders in
future, the Government will instruct the
Governors of Chekiang and Fukien to
send an expedition against them.

THE LOAN TO THE COMMUNICA- TIONS BANK.

SHANGHAI, Aug. 13.

Under the Communications Bank
Loan agreement, Japanese have the
right to become shareholders and direc-
tors and bank officers.

A special meeting of the Cabinet will
be held today to deliberate the question
of war.

The declaration of war will probably
be announced this evening or to-morrow.

THE CIVIL GOVERNORSHIP OF CANTON.

PEKING, Aug. 13.

It is reported that Chan Ping Kwan
has recommended Li Yui Bon as Civil
Governor of Canton.

THE TYPHOON.

DAMAGE TO CRAFT IN THE MONGKOKSUI REFUGE.

During yesterday's storm the
steam launch *Wing Ching* was cap-
sized whilst lying alongside the
Lee Koo Wharf in the Yaumati
typhoon shelter. The damage she
sustained is estimated at \$2,000.

The s.s. *Yu Lee* and the s.s. *Tai
Loi*, whilst lying inside the shelter
were also damaged as a result of the
storm. The former steamer's damage
is estimated at \$500 and the latter's
at \$80.

Six coolie-boats, whilst inside the
shelter, were totally wrecked. The
damage ranges from \$85 to \$170.
The Police launch *Apache*, which
was also inside the shelter, dragged
her moorings and was washed up
onto the Quay.

Owing to the interruption of tele-
graphic communication no definite
news is available of what became of
the typhoon, but the Director of the
Observatory report states that local
observations indicate that the
typhoon passed close to the north
of the Colony between 11 a.m. and
noon yesterday.

To-day's Observatory report states
that from the few returns available
it would appear that the typhoon
exists as a depression over S.W.
China, filling up rapidly.

The typhoon gave to the Colony
a further 5.30 inches of rain, so that
the total rainfall for the year (59.49
inches) now stands at more than 10
inches above the average.

THE WAR ANNIVERSARY.

PUBLIC MEETINGS IN THE EAST.

In Singapore, Penang, Kuala Lumpur,
Rangoon, and other places in the East
it has been the custom to hold public
meetings on August 4th, in connection
with the anniversary of the war. At
Singapore the following resolution was
passed unanimously:—

"That on the third anniversary of
the declaration of a righteous war, this
meeting of the citizens of Singapore
records its indelible determination to
continue to a victorious end the struggle
in maintenance of those ideals of
liberty and justice which are the com-
mon and sacred cause of the Allies."

H.E. The Governor (Sir Arthur
Young) was present at the meeting,
which was largely attended.

The resolutions passed at the other
meetings referred to were in similar
terms.

Mr. W. H. Trenchard, Davies, Man-
ager for China of the Commercial
Union Assurance Co., Ltd., has left
Shanghai for Australia on a health trip.
Mr. E. L. G. Arnold has been appointed
Acting Manager for China of the Com-
pany.

THE CAINE ROAD COLLAPSE.

THE CORONER'S INQUEST RESUMED.

The Coroner's inquest on one of the
victims of the collapse of a retaining
wall at St. Joseph's College, which was
adjourned a week ago owing to the
illness of Mr. A. Colbourne-Little, the
architect who was superintending certain
work being done at the playground of
the College, was resumed this afternoon.

Mr. Little stated that the work on the
playground was begun early this year.
He visited the play-ground before the
work commenced, and he examined the
retaining wall in 1916. He then con-
sidered it safe. When he saw the wall
this year it appeared to be in the same
condition. The play-ground, however,
required re-surfacing, and he undertook
to supervise this work, but not the wall.

The witness, in fact, never examined
the wall. Whilst the work on the
play-ground was being done under the
witness's supervision he had nothing to
do with the employing of the contractor.
Witness had not obtained permission
from the Building Authority to do the
work on the play-ground. This work
was "being done for the purpose
of raising the middle line of the play
ground, running north and south. The
material used for the work was mostly
loose rubble. Witness visited the play-
ground shortly after the collapse of the
wall. On Saturday last he inspected
the ruins of the wall and came to the
conclusion that the building of the
upper wall had been scamped. The
foundations of the wall had been
built too narrow. It should have been
built two feet wider.

At this point the witness examined
the plan of the play-ground and wall
put in by the Crown Solicitor and
pronounced it to be incorrect.

His Worship called upon Mr. Wright
for an explanation and the latter ad-
mitted that the plan was merely a
sketch plan.

Witness then asked permission to
put in an accurate plan, drafted last
Saturday, and his application was
granted.

The comparison of the P. W. D. plan
with the plan put in by the witness
disclosed a difference of two feet at the
base of the wall.

Witness, continuing his evidence,
said that it did not appear to him as
if the foundations of the wall were laid
in solid ground, but were merely placed
on brown earth. Furthermore, the
wall was not built of square
stones. In his opinion the lower
wall had collapsed first as it was not
strong enough for the purpose it was
intended for. It made no difference
how well the upper wall was
constructed as it was the lower wall
which collapsed. Witness thought at
the time that the wall was strong
enough to resist the extra weight he
added on it, as filling in did not effect
the thrust on the wall, for the reason
that it was eight feet away from the
wall.

His Worship, then read the opinions
expressed by the architects who had
previously given evidence and asked the
witness if he wished to comment on
them.

Witness remarked that he did not
think that the water which had collected
at the back of the wall as the result of
heavy rains was entirely responsible for
its collapse.

The inquest was adjourned until
to-morrow to enable the jury to view
the scene of the collapse.

THE MAGISTRACY.

UNLAWFUL POSSESSION OF OPIUM.

Mr. Wood this morning fined a
Chinese merchant \$1,500, with the
alternative of six months' hard labour,
on the charge of being in the possession
of 22 taels of opium other than Govern-
ment opium.

Inspector Brazil stated that the
defendant was arrested by a Chinese
police constable whilst boarding the s.s.
Kinshai, at the Canton steamboat
Wharf, with the contraband opium
concealed on his person.

A casualty list dated July 12
contains the name of Brigadier-General
A. B. Hubback (of the Malay States)
wounded.

The Harbour Master at Canton has
issued a notification that from the 16th
inst. the new typhoon warning symbols
in use in Hongkong will be substituted
for the symbols hitherto in use. These
signals will give the warnings received
by telegraph from Hongkong. The
repetition of the signals at Canton will
be dependent on the telegraph wire
being in working order.

SUMMARY COURT.

CLAIM AGAINST AN INSURANCE COMPANY.

The case in which the Yung Fong
firm claims from the Shanghai Fire and
Marine Insurance Co., Ltd., the sum of
\$300 under a policy dated March 8,
1916, insuring the plaintiff's house, in
Kongmoon, which was destroyed by fire
on April 20, was resumed before Mr.
Justice Gompertz this morning.

A clerk in the Insurance Company
gave evidence as to issuing the policy
to the Company's agents in Kongmoon,
and also as to the commission paid to
the agents. In reply to Mr. Alabaster,
for the plaintiff, witness stated that
the usual commission of 5 per cent. was
paid on the policy in question.

In reply to his Lordship witness
stated that his Company did not ask
an agent for a report on the property
to be insured provided such agent was
well known to the Company. The
Company knew the agent in the present
case, but had not done any insurance
business with him before. The agent
was not asked to report on the
property because he was a reliable
man. He had no connection with
the Company—he was merely an agent
or a broker.

Mr. Eldon Potter then commenced
to address his Lordship, when he was
interrupted by Mr. Alabaster, who stated
that he was not aware that Counsel for
the defendant was going to address his
Lordship. He intended to call rebut-
ting evidence.

The Manager of the Kongmoon
Electric Works was then recalled.

He said he knew Choy, the policeman
who had given evidence. He had paid
him certain sums for special police
protection. Choy was at that time,
about a year before the fire, either a
clerk or an inspector, he was subse-
quently promoted to superin-
tendant of police. Choy had advised
him to leave Kongmoon as trouble was
brewing, but witness said he could not
leave as he had a lakh's worth of
property to look after. He did not see
Choy after that.

In reply to Mr. Potter the witness
stated that he took an interest in this
case because he thought it was not
right that the insurance money should
not be paid. He knew there were a
number of other companies, that
had, not paid on other fires in
Kongmoon at that time. He
denied that he had brought all the
witnesses for the plaintiff to give
evidence. He only knew one of the
witnesses. No questions put to the
witnesses had been put under his
instructions.

Mr. Potter, addressing his Lordship,
said that in the light of the contempor-
aneous events, he submitted that the
story put forward by the plaintiff as to
the origin of the fire was, to say the
least, highly artificial. What were those
events? The province of Kwangtung was
in a state of rebellion. Fighting was
going on between the people's soldiers
and the troops of General Lung. So
fierce was the fighting, they were told
by one of the witnesses, that the country
around Kwangtung was devastated. The
character of the fighting was also made
clear from a leading article, that ap-
peared in one of the Kongmoon papers,
which story was adopted by the witness
for the plaintiff, the Manager of the
Electrical Company, and that paper
gives a very picturesque description of
what they would expect to happen,
and it was exactly what had happened.

Those were the contemporaneous events
of the fighting, not only in Kwangtung
province, but in the very street where
the fire took place. There, in the Sing
On Fong, where the fire took place,
they had some of the very bitterest
fighting, the last stronghold of the
rebel troops, from which they were
finally driven out by Lupp's soldiers.

He suggested that the plaintiff's story
of the lamp in the barber's shop as being
the cause of the burning of all those
houses, on the face of those facts, was
highly artificial. The story of the
plaintiff was not consistent with
those facts, but he submitted that
the story of the defendant showing
that the fire was caused by the facta.
He pointed out that it had been shown
that the partition in the barber's shop
could not have been set on fire so
quickly by the lamp, if the table was in
the middle of the room, as had been
shown to have been the case, in the
evidence. He also pointed out that
the barber, who gave the evidence, had
admitted that his shop was insured by
the Mitsui Bishi Kaisha, one of the
largest firms of his kind, and that
his claim had not been paid.

Insurance Companies of that stand-
ing did not, for the sake of a
few paltry thousand dollars, object to
pay claims unless they had bona fide
reasons for not doing so. It would not

COMPANY MEETING.

THE HONGKONG COTTON, WEAVING & DYEING CO., LIMITED.

An Extraordinary General Meeting
of the above Company was held yester-
day at the office of Messrs Jardine
Matheson and Co. at noon. Present:—
Hon. Mr. C. E. Anton, Sir Paul Chater
C.M.G., Messrs F. Maitland, C. W.
Beswick, Lo Cheung Shui, H. R. R.
Hancock, D. W. Munton and the
Liquidator, Mr. C. Bernard Brown.

Having read the notice convening
the Meeting, the LIQUIDATOR said:—
Gentlemen—I have practically nothing
to add to the remarks made at the
meeting in November, 1915. The report
and accounts have been in your hands
for some days and set out quite fully
the principal events of the liquidation
and the way in which the winding-up
of the Company has been conducted. I
regret the delay in concluding the
final stages of the liquidation, but the
amount of the second return of capital
was of such insignificance that I do not
expect anyone has been seriously
inconvenienced by having had to
wait eighteen months for it. You
will see from the accounts that in
all the sum of \$19,741.58 has
been paid into Court or to Companies
Liquidation Account, the whole of
which represents unclaimed balances.
It was in the endeavour to augment
the cash available for distribution by a
portion of this amount that the delay
in winding-up has occurred. The result,
as stated in the Report, was unfavour-
able to the Liquidator. I will
now ask you to propose and second the
first resolution after which I shall be
glad to answer questions to the best of
my ability.

There being no questions it was
proposed by the Hon. Mr. ANTON and
seconded by Mr. MATT LAND:—That the
accounts submitted to this meeting and
showing the manner in which the
winding-up has been conducted and the
property of the Company disposed of be
received and adopted.

"The resolution was carried."
It was proposed by Sir PAUL CHATER
and seconded by Mr. MUNTON:—That a
final return by the Liquidator of
nine cents Hongkong currency per
share to the persons who are registered
as the members of the Company on the
7th day of August 1917 be and the
same hereby is sanctioned.

The Resolution was carried.
It was proposed by Mr. HANCOCK
and seconded by Mr. BESWICK:—

That the books, accounts and docu-
ments of the Company and of the
Liquidator thereof be retained by the
said Liquidator, he undertaking to
destroy the same at the expiration of
five years from the dissolution of the
Company.

The resolution was carried.
The LIQUIDATOR:—That concludes
the business of the meeting, Gentlemen,
Thank you for your attendance.
Cheques for the return of capital can be
obtained from to-morrow at my office
upon production of scrip.

SIXTH TEMPLE.

COLLECTION FOR WAR FUNDS.

A further collection was made at the
Sixth Temple on Sunday on behalf of
War Funds, when the following amounts
were given:—

Mr. Mota Singh, Tung Wo wharf	\$ 50.00
Mr. Ojagar Singh, Motor-Car Co. (in addition to previous donations)	10.00
Mr. Ajmer Singh, Fries, Sikh temple	10.00
Mr. Bhagat Singh, Sergeant Major H. K. P.	5.00
Mr. Tainai Singh, A. S. Watson & Co.	5.00
Mr. Bhag Singh, S.S. <i>Takshan</i>	5.00
Mr. Sorain Singh, No. 10 Kow- loon Dock	5.00
Mr. Sang Singh, Gas Co., Yaumati	5.00
Mr. Gajjar Singh, Rope Works	5.00
Mr. Bishan Singh, Rope Works	5.00
Mr. Ojagar Singh, A. S. Watson & Co.	3.00
Mr. Dal Singh, Electric Co., Kowloon	2.00
Mr. Hale Singh, Rope Factory	2.00
Mr. Sorain Singh, Telegraph	2.00
Mr. Darbara Singh, A. S. Watson & Co.	2.00
Mr. Didar Singh, Rope Factory	2.00
Mr. M.H. Singh, Cable house	1.00
Mr. Barta Singh, H.K. Telegraph	1.00
Mr. Boote Singh, Sze Yik wharf	1.00
Mr. Hazare Singh, Talook Sugar Refinery	1.00
Collection on Sunday, Aug. 6th	

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS
LONDON AND BOMBAY, via SINGAPORE, PENANG, COLOMBO, PORT
SAID AND MARSEILLES.

SHANGHAI, MOJI AND KOBÉ
LONDON via SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID
AND MARSEILLES.

SHANGHAI, MOJI, KOBÉ AND YOKOHAMA.

LONDON AND BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT
SAID AND MARSEILLES.

Wireless on all steamers. Return tickets at a fare and a half available to
Europe for two years, or Intermediate Ports for six months. Round-the-world and
through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING
Etc. apply to—
P. & O. S. N. Co.'s Office, E. V. D. FARR,
Superintendent.



O. S. K.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS
FROM HONGKONG.
(SUBJECT TO ALTERATION).

North American Line. FOR VICTORIA, SEATTLE AND TACOMA, via
SAN FRANCISCO, MANILA, NAGASAKI, MOJI,
KOBÉ AND YOKOHAMA.

"MANILA MARU".....Thursday, 16th August at 3 p.m.
"CHICAGO MARU".....Tuesday, 28th August at 3 p.m.

FORMOSA LINE:—For Tamsui, Keelung, Anping and Takao, via
Swatow and Amoy.

"SOSU MARU".....Thursday, 16th Aug. at 10 a.m.
"AMAKUSA MARU".....Sunday, 19th Aug. at Noon.
"JOSHIN MARU".....Wednesday, 22nd Aug. at 10 a.m.
"KAWO MARU".....Sunday, 26th Aug. at Noon.

Calling at Tamsui, Keelung, Anping and Swatow and Amoy.
Omitting Tamsui and Keelung.

These Formosa Lines will arrive at and depart from the SOON YIP WHARF,
near the Harbour Office and while the steamer is alongside the wharf Telephone
No. 78 will be fixed.

SOUTH AMERICAN LINE:—Every three months steamers proceed
to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius,
Durban and Cape Town.

AUSTRALIAN LINE:—Monthly service between Japan and Adelaide,
calling at Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE:—Fortnightly service for Bombay calling at Singapore,
Port Swettenham, Penang and Colombo. At present this line's steamers
take cargo only.

JAVA LINE:—Monthly service for Java ports calling at Manila, Sandakan
and Macassar. Booking for passengers and cargo to these ports.

FOR SAILING DATES AND FURTHER PARTICULARS
APPLY AT THE OFFICE.

M. HIGUCHI, Manager.

Tel. Nos. 744 & 745.

No. 1, Queen's Building.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR SHANGHAI, SWATOW, TIENTSIN, CHEFOO AND TIENTSIN. HUIKOW
SWATOW & SINGAPORE. HUPEN. Aug. 15, Daylight.
SHANGHAI. SINGAPORE. Aug. 15, at 3 p.m.
TSINGTAO, WEIHAIWEI, SINGAPORE. Aug. 17, Daylight.
CHEFOO & TIENTSIN. HUIKOW. Aug. 17, at Noon.
SHANGHAI. SWATOW. Aug. 19, Daylight.
SHANGHAI. SINGAPORE. Aug. 21, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.
S.S. "LINTAN" and S.S. "SANUT".
MANILA LINE—TWIN-SCREW STEAMERS. Excellent Saloon
accommodation. Amidships: Electric Light and Fans in Saloon and State-rooms.
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent
Saloon accommodation. Amidships: Electric Light and Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong and Shanghai,
taking cargo on, through Bills of Lading to all Yangtze and Northern China Ports.
Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at
Wusung.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR SHANGHAI, SWATOW, TIENTSIN, CHEFOO AND TIENTSIN. HUIKOW
SWATOW & SINGAPORE. HUPEN. Aug. 15, Daylight.
SHANGHAI. SINGAPORE. Aug. 15, at 3 p.m.
TSINGTAO, WEIHAIWEI, SINGAPORE. Aug. 17, Daylight.
CHEFOO & TIENTSIN. HUIKOW. Aug. 17, at Noon.
SHANGHAI. SWATOW. Aug. 19, Daylight.
SHANGHAI. SINGAPORE. Aug. 21, at 4 p.m.

Returning from Calcutta steamers proceed to Kobe and Moji, frequently
calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with
electric light and carry a fully qualified Surgeon. This line is temporarily
disorganized owing to the war. Particulars on application.

SHANGHAI LINE—Sailings approximately every five days between Canton
and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation,
and through tickets can be obtained for Northern and Yangtze Ports via
Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with
good passenger accommodation; sailings from both ports every Saturday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo,
calling at Haiphong when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by
a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan,
Tawau and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to October between
Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations. All European Passengers,
leaving the Colony for Straits Settlement, are required to produce on arrival at
destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to—
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Tel. No. 215.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, HONGKONG, SHANGHAI
AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamers have excellent saloon accommodation for passengers and
are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to
DAVID SASSOON & CO., LTD.
AGENTS

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.
VETARZO BLOOD
MEDICINE

Never before was there anything like it, nor can its marvellous properties ever be equalled in all
cases of disease, impurities of the blood from whatever cause arising. No
matter how it is imbibed into the system than it permeates and penetrates to the minutest capillaries,
overcoming and expelling disease, whenever and in whatever form met with; removing all
itchiness, pimples, skin, scurvy, scrofulous and glandular swellings, discolorations, roughness and
unsightly patches, etc. Its effects are almost magical in the treatment of gout, rheumatism,
sciatica, lumbago, pains and swellings of the joints, discharges, blood poison, eczema, leprosy,
psoriasis, bad legs, bad breasts, abscesses, ulcers, wounds, sores, pox, or Derbyshire neck. It
improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking
coughing, spasmodic cough, too often the precursor of consumption.

VETARZO BLOOD AND NERVE FOOD. See next insertion for full particulars.

Send stamped addressed envelope for Free Booklet, or P.O. 20 for Trial Bottle of either
remedy, to THE VETARZO REMEDIES CO., 40, COVENTRY ST., LONDON. Unimpaired vendors
may try to sell you something else for extra profit—do not accept it, but insist on having
VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

VETARZO REMEDIES ARE SOLD BY BOOTS, DRUGGISTS, AND CHEMISTS.

OAKKEYS
WELLINGTON KNIFE POLISH
WELLINGTON SILVERSMITHS
BLACK LEAD SOAP FOR CLEANING
POLYBRILLIANT METAL POMADE
NEVER BECOMES DRY & HARD LIKE OTHER METAL PASTES
JOHN OAKLEY & SONS LIMITED

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good
Accommodation for First Class Passengers. Electric Light and Fans in Staterooms
and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

HAITAN..... Capt. A. E. Hodgins..... FRIDAY, 17th August at 11 Noon.

SWATOW

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK & Co.
General Managers.

NOTICES TO CONSIGNEES

PACIFIC MAIL STEAMSHIP CO.

S.S. "VENEZUELA"
FROM SAN FRANCISCO,
HONOLULU, JAPAN PORTS,
SHANGHAI AND MANILA.

THE above-mentioned vessel, having
arrived from above ports, Consignees
of Cargo are hereby informed that
their Cargo are being landed at their
risk into the Hazardous and/or extra-
Hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd.,
Kowloon, and stored at Consignees' risk.
Consignees of cargo are hereby notified
that they must produce an Import permit
signed by the Superintendent of Imports
and Exports, Hongkong, before Bill of
Lading can be countersigned.

All broken, chafed and damaged Goods
are to be left in the Godowns, where they
will be examined, on MONDAY, 13th
August, at 10 a.m.

All claims must be presented within a
month of the steamer's arrival here, after
which they cannot be recognized.

No Claims will be admitted after the
Goods have left the Godowns and all
Goods remaining undelivered after August
14th, 1917 will be subject to rent.
No Fire Insurance whatever will be
effected.

Consignees are requested to send in their
Bills of Lading for countersignature
immediately.

R. G. MORTON,
General Agent.

Hongkong, August 7, 1917. 201

AMERICAN-ASIATIC S. S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship "HANNA NIELSEN"

Captain L. J. DANIELSEN, having arrived
from the above Port, Consignees of Cargo
are hereby informed that their Goods
are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd.,
Kowloon, and stored at Consignees' risk
and expense.

All Broken, Chafed, and Damaged Goods
are to be left in the Godowns, where they
will be examined on WEDNESDAY, 15th
instant at 10 a.m.

All Claims must be presented within five
days of the steamer's arrival here, after
which date they cannot be recognized.

No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
15th instant will be subject to rent.

Consignees of cargo are hereby notified
that they must produce an Import permit
signed by the Superintendent of Imports
and Exports, Hongkong, before Bills of
Lading can be countersigned.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.

General Agents.

Hongkong, August 8, 1917. 202

JAPANESE MAKERS.

Every kind of Footwear

MADE

TO

ORDER

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT
TO ALTERATION.

DESTINATION. STEAMERS. SAILING DATE.

VICTORIA, B.C. & SEATTLE via KEELUNG, SWATOW, TIENTSIN, CHEFOO AND TIENTSIN. HUIKOW
SWATOW & SINGAPORE. HUPEN. Aug. 15, Daylight.
SHANGHAI. SINGAPORE. Aug. 15, at 3 p.m.
TSINGTAO, WEIHAIWEI, SINGAPORE. Aug. 17, Daylight.
CHEFOO & TIENTSIN. HUIKOW. Aug. 17, at Noon.
SHANGHAI. SWATOW. Aug. 19, Daylight.
SHANGHAI. SINGAPORE. Aug. 21, at 4 p.m.

"SADO MARU".....THURSDAY, 23rd
Capt. Shinohara, Tons 12,500, August, at Noon.

"SHIZUOKA MARU".....WEDNESDAY, 15th
Capt. Noma, Tons 12,500, Sept. at Noon.

"TANGO MARU".....FRIDAY, 17th
Capt. Soyeda, Tons 12,500, August at 11 a.m.

"KITANO MARU".....SUNDAY, 26th
Capt. Cope, Tons 16,000, August at 11 a.m.

"TAISHO MARU".....THURSDAY, 16th
Capt. Ogawa, Tons 8,000, August.

"ASAHI MARU".....WEDNESDAY, 22nd
Capt. Kozaka, Tons 8,000, August.

"NAGASAKI KOBÉ & YOKOHAMA".....

"SHANGHAI KOBÉ & YOKOHAMA".....

"KOBÉ".....

"LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN AND MADEIRA".....

"SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE".....

"CALCUTTA via SINGAPORE, PENANG & BANGGOK".....

"BOMBAY via SINGAPORE, MALACCA AND COLOMBO".....

Wireless Telegraphy.

EASTBOUND NEW YORK LINE

via PANAMA CANAL.

(CARGO ONLY)

NEW YORK via SHANGHAI, KOBÉ, YOKOHAMA, MANILA, PANAMA AND COLON.

For dates of departure and further information apply to

NIPPON YUSEN KAISHA,

R. MORI, Manager.

Telephone Nos. 291 & 292.

HONGKONG—NEW YORK.

REGULAR SAILINGS FOR BOSTON & NEW YORK, via
PORTS AND SUZ AND PANAMA CANAL.

With liberty to call at the Malabar Coast.

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS
with transshipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINE.

Sailings from Hongkong.

Steamer from Hongkong	on or about	Connecting at Calcutta, with	On or about
A steamer	Shortly	—	—

For freight and further particulars apply to

DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya.

Sails on or about

For Sailing Dates, Freight or Passage apply to

DODWELL & CO., LTD., Agents.

